#### DEVELOPING THE QUARRIES

Belt Railway at Bedford That Will Open Up Competition in Stone Traffic.

The Chesapeake & Ohio Increasing Its Business to Vast Proportions-Reorganization of the C., J. & M .- New Officers.

The strongest factor in the success of the Monon railroad has been the enormous freight returns from Bedford, Ind., from shipments of stone from that region. It is said that there are over fifteen thousand car-loads annually sent out over the L., N. A. & C. railway from this point, and the business is incrersing rapidly every year. The freight rate on this stone has been almost twice that of the same class of freight on other roads, owing to the fact that the L., N. A. & C. owned the only railroad into the quarries, which are principally situated five miles from Bedford. The Evansville & Richmond, and the Ohio & Mississippi are both in Bedford, but it has thus far been impossible for them to get into the quarries and partake of the feast. Various unsuccessful attempts have been made to secure an entrance into the quarries, but the Monon has firmly held the position. The condition has been changed, however, and hence-forth the Monon will have to skirmish for its freight in competition with several other trunk lines. The recent organization of the Bedford Belt-railway Company. the articles of incorporation of which were filed in the office of the Secretary of State yesterday, solves the difficulty, and ship-pers will now have their stone laid down in commodious yards in Bedford with con-nections with the other railroads. The company that is completing the Belt-line which the stone is taken. Wm. L. Breyfogle, of New Atbany. Ind., one of the beaviest quarry-owners at Bedford, is the president of the Belt railway, which will be something over ten miles in length and cost about \$200,000. The building of this line will result in making Bedford a railroad center of great importance. A Road with a Bright Future.

Oscar Murray, traffic manager of the Chesapeake & Ohio and the Big Four lines, was in the city last evening for a few hours, and in conversation as regards the lines of which he is traffic manager, he said that while the Big Four, as now organized, was a great railroad property, the Chesapeake & Ohio gave even more promise than the Big Four as to its future. Three years ago the present management took hold, with Mr. Murray as traffic manager; in each year an increase of over a million of dollars has been shown over the year preceding, and better results would doubtless follow this year's operations, as new industries are developing on the line, and as a trunk line was daily increasing in importance. This year \$1,000,000 is to be expended at its sea-board terminal, Newport News, the side-tracks lengthened to hold 2,500 cars, and \$600,000 would be expended in putting in iron piers and enlarging the dock facilities. The company's contract with the steamship lines covers five years. and in time and accommodations no better are furnished than by these lines. A large sum of money would be expended in doubling track and increasing equipment, and, together with other contemplated improvements completed, the road would possess advantages which would make it one of the most efficient of the east-and-west trunk

C., J. & M. Reorganization, The reorganized Cincinnati, Jackson & Mackinaw company has elected the fol-· lowing officers: Walston H. Brown prestdent, Frank B. Swayne vice president, F. B. Drake general manager, Richard Outwater secretary and treasurer, Swayne, Swayne & Hayes general counsel. F. B. Drake, general manager, has made the fol-lowing appointments, to take effect to-day. T. C. M. Schindler, general freight and passenger agent; W. F. Booth, acting auditor; O. A. Wilson, cashier and paymaster; J. B. Flanders, superintendent; W. T. Backns, superintendent Ohio division; S. S. Thorn, surgeon-in-chief; A. H. Watts, master mechanic; W. D. Williams, chief engineer; L. I. Morton, car accountant; F. C. Cheney, freight and ticket acthat the present condition cannot long continue with this road, as without some connection more interested than are any now the road will not earn enough to keep it in operation, as the physical condition of the line is such as to require an outlay of considerable money in that direction, and more equipment must be had if it is to approach anywhere near its real earning capacity. It is thought within sixty days it will be operated as a part of the Cin-cinnati, Hamilton & Dayton road.

Personal, Local and General Notes. In the month of March the Cincinnati Hamilton & Dayton at its up-town ticket office sold 142 mileage books. The Peoria & Eastern, in the third week of March, earned \$35,120; increase over the

P. A. Hewitt, anditor of the Big Four lines, was in the city yesterday on official business; also, General Baggage Agent

corresponding week of 1891, \$1,865.

The Evansville & Terre Hante road will, on Monday next, again put on Train 7, leaving Terre Haute at 10:30 A. M. and reaching

Evansville at 3:40 P. M. Some company, supposed to be the Chicago & West Michigan, is purchasing and paying for the right of way through Michigan City to Hammond, Ind.

to-day takes the position of commercial agent of the Northern Pacific road in Pittsburg, succeeding D. G. Black. The Pennsylvania Company this week placed an order with the Ohio Falls car-

Hugh Milligan, of the Lake Shore road,

works for twenty-five new coaches, to be delivered to the Louisville division as The Lake Shore company is pushing work

in its new yards near Blasdell, which will be an important point on the line, over 250 train crews stopping there and a large force of shop hands, switchmen, etc.

The Columbia Club yesterday settled the nestion as to what route it would take from Indianapolis to Chicago going to the national Republican convention at Minne-

apolis by selecting the Big Four. A railroad financier says that he has excellent authority for saying that the Sully-Fairbanks syndicate will continue in control of the Ohio Southern road after the an-

nual election of directors, which occurs this month. One well posted on railroad matters remarked yesterday that the Pennsylvania

Company was practically in control of the Toledo, Peoria & Western road, and in the near future would include it in the Pennsylvania system. The citizens of Bedford, Ind., on learning that the Monon was to build a new passenger station there, celebrated the event on

Tuesday last. The present depot was built in 1852. New stations will also be built at Bloomington and Salem. George U. Beener, the well-known freight man, to-day takes the position of commercial agent of the Illinois Central at

Kansas City, vice H. S. Hargrave, promoted. Mr. Becher has been with the Illinois Central eleven years. Like other Northwestern lines, the Chi-

cago, Burlington & Quincy is surprising its friends by remarkably large net earnings, they being, for the two months ending Feb. 29, \$770,578 in excess of those of the corresponding period of 1891. General Manager Ramsey. Traffic Man-

ger Murray, General Superintendent Peck and the division officers of the Michigan division of the Big Four will to-day go over the road to decide what is needed to bring it into the Big Four's methods of op-

The Chicago and Obio river rate war is reaching into new territory. The Chicago. St. Paul & Kansas City road has asked Chairman Finley, of the Western Passenger Association, for authority to use this reduced rate as a basis for selling tickets from St. Paul, Kansas City and Minneapolis to Cincinnati and Louisville.

The report of R. F. Marshall, secretary home, in the midst of civilization. Until of the Yardmasters' National Mutual Ben- April 1, address J. H. MARTIN.

claims was \$6,350. Since that meeting \$1,400 has been paid on these claims, and

there is now \$546 in the treasury. With the taking effect of the summer time-table Trains 17 and 18 over the Big Four will make the run between Indianap-olis and Cincinnati in two hours and tifty minutes, stopping only at Shelbyville, Greensburg and Lawrenceburg Junction. The Martinsville branch will have a distinct train running through to Indianapo-

John Egan, of the Big Four, boasts that he has the dining-car service of the lines on a self-supporting basis, and still furnishes a meal excelled by no line of dining cars in the country. This is what many of the most important roads in the country have been aiming at for years, but failed, consequently the services of Mr. Egan should be highly appreciated by the

Big Four management. As a result of the New York, New Haven & Hartford company securing the New York, Providence & Boston road, J. W. Miller, general manager of the latter, has been elected vice-president of the New York, New Haven & Hartford Railroad Company, General Manager Tuttle, of the New York, New Haven & Hartford road, says that this deal does not in any way affect the relations of the road with the Boston & Albany. It will probably lead to breaking the connection with the New

York & New England road via Hartford. The C., C., C. & St. L. earned in the third week of March \$248,077; decrease, as com-pared with the corresponding week of 1891, \$4.187. In making comparisons the last few weeks the mileage represented in the earnings has been forty-five miles less than last year, the portion of the system between Rushville and North Vernon being represented in the earnings of the Cincinnati, Wabash & Michigan, and will continue to be until the close of the present fiscal year. June 30, as until that date the earnings of the Michigan division will be kept separate.

Rates on immigrant business from Canadian seaports to the Northwest have at last been settled. Telegraphic advices were received by the Western roads at Chicago, yesterday, to the effect that a joint letter, signed by the agents and passenger agents of the Canadian Pacitic and Grand Trunk roads, and agreeing to restore immigrant rates to the former established basis, is on its way. The result of this will be to put in effect on to-morrow the through-rate agreement between the Chicago-St. Paul roads and the Canadian

A very pretty run was made yesterday by a special train over the Peoria & Easttrain consisted of three private cars, carrying the following railway officials: M. E. Ingalis, president; Oscar Murray, traffic manager, and Joseph Ramsey, jr., general manager, of the Big Four lines; George Bradbury, general manager, and H. C. Parker, traffic manager, of the Lake Erie & Western; A. H. McLeod, general freight agent of the Cincinnati, Hamilton & Dayton; R. M. Fraser, general freight agent of the B. & O. Southwestern, and several other officials who attended the gathering of railway and commercial men at Peoria. Considerable of the distance was covered at a speed of fifty-five miles an hour.

#### WORLD'S FAIR EXHIBITORS.

The Board of Trade Meets to Urge Indianapolis Manufacturers to Apply for Space.

A few members of the Board of Trade met last night at the Board of Trade rooms for the discussion of arrangements soon to be made for exhibitions at the world's fair. Jacob W. Smith, secretary of the Board of Trade, presided at the meeting. B. F. Havens made a short speech relating to the efforts being made by him over the State in stirring up the enthusiasm of the merchants and manufacturers. One thousand applications for space have been sent out and one hundred exhibitors have responded from Evansville alone, in which city Mr. Havens appeared recently before a meeting of business men and advanced the necessities of their prompt ac-tion. It was explained by Mr. Havens that the product of the manufacturers would occupy no distinct apartment as relates to the State of Indiana, but would appear on exhibition in the building alloted to its class. While the space occupied by the manufacturer is gotten on application, free of charge, space for agricultural products and such others as can, through the exhibition, be of chief value to the State, is paid for by the State. A. H. Nordyke stated that he had sent in an application for space six months ago and was in favor of pushing the applications so that the committee on space at Chicago could consider them all and give them some definite answer, that they might begin in time to arrange their displays. The members were assured that the bulk of the space would, however, be assigned during the month of July. In answer to Irvin Robbins's question as to probable discriminations that might be made by the committee in assigning the space, Mr. Havens said that it would be made according to the judgment of a com-mittee appointed to grade it, of which Mr. Ciem Studebaker was a member.

Mr. Havens stated that there would be 100,000 exhibitors. Mr. W. H. Armstrong was sorry more of the manufacturers of this city, who de-sired an increase of patronage, were not present that they might, by decisive steps, sustain Indiana's claim for that extension of trade for which the State is famed, and thought that Indianapolis should be well represented. A motion was passed to the effect that the governors of the Board Trade and the Commercial Club asked to appoint a joint committee whose duty it should be to see the merchants and manufacturers of Indianapolis and secure their pledges to apply for space and work for the city's exhibit. J. E. Mc-Gettigan, W. H. Griffith. Roscoe Hawkins, C. J. Truemper and others were present.

#### PERSONAL AND SOCIETY.

Mrs. Sargeant, of Chicago, is the guest of Mr. and Mrs. W. E. Mick and family. Mrs. James Roberts, of Connersville, is the guest of friends here for a short time. Mrs. J. M. Dresser, of Lafayette, 18 expected, to-day, to make a short visit to

Admiral and Mrs. Brown and son Hugh re registered at the Hawaiian Hotel, The marriage of Miss Eva Johnson and

Mr. William Fausett will occur next Thursday morning. Miss Anna Dunlop, who is Mrs. Wilson

Morrow's guest, will return to her home in Illinois to-morrow. Mr. B. B. Peck and Mr. Will Coburn are expected home next week from Cuba, they

having sailed yesterday. Miss Florence Baker, who has been the guest of her sister, at Ocala. Fla., for several week, will return home next week. Mrs. Charles E. Dark has issued invitations for a reception, next Thursday after-noon, from 2 till 5 o'clock, for Mrs. Rondthaler.

Miss Guilford, who is spending some time here, has gone to Chicago to remain till Monday. Upon her return she will be Mrs. John Bradshaw's guest. Mrs. Frances Hendricks, who has been the guest of Mrs. T. P. Haughey at Maple-

ton for several weeks, will return to her home in Chicago to-morrow. Mr. and Mrs. Harry King entertained a small party of friends very delightfully at cards, last evening, at the Halcyon. Their rooms were tastefully prnamented with a

profusion of choice flowers.

#### Building Permits.

Building permits were yesterday issued to the following persons: F. C. Hood, repairs, arsenal avenue, \$185; H. J. Craig. two dwellings, North Illinois street, \$3,400; George Schlotzbaner, addition, No. 356 Ash street, \$150; H. T. Conde, brick stable, Butler and Broadway, \$1,500; Arthur Kim-ber, cottage, Madison street, \$975; Frank Stattlander, dwelling, Hoyt avenue, \$1,400; John Vinson, cottage, Leonard street, \$100; Hugh Leach, dwelling, Alabama street, \$1.-200; Thadens W. McKenzie, stable, No. 504 South West street, \$300; Cicero Seibert, frame building, Yandes street, \$3,000.

#### There's No Use of It.

Why labor for others! Why not get a home of your own-a farm, and be independent? You don't have to save money to get it. Work, every lick of which counts for you, will maket it yours. A farm, a

Elizabeth Merrill, an inmate of the Central Hospital for the Insane, died yester: of the Yardmasters' National Mutual Benefit Association, shows that when the last
annual meeting was held the indebtedness
After April 1, No. 1, Washington avenue
nineteen years of age and a confirmed eplegal of the first spasm, indicating a fatal apolis.

April 1, address
April 1, address
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nineteen years of age and a confirmed eplegal of the first spasm, indicating a fatal apolis.

#### BRICK PAVING THIS YEAR

Indianapolis Company Has Dropped Out of the Race for Contracts.

Olaf Olsen Hustling for Asphalt-Plans of Mr. Hering for a Sewerage System-Money at the Board's Disposal.

On April 8 bids will be opened by the Board of Public Works for improving South street and Pennsylvania from New York to St. Clair with brick. The bids to be readvertised for on Virginia avenue, Massachusetts avenue and Pennsylvania

street will be opened April 18. It is not thought that there will be as much competition in brick paving this year as there was last. It is understood that the Indianapolis Paving Company, which put down two sections of the College avenue pavement, is now out of the field and will not bid on any work. So far, the only representatives of brick paving companies here are Manager Marshal, of the Minuchaha Granite Company and Fulmer, Seibert & Co. Marshal says he will bid on all brick contracts and Mr. Fulmer

talks in the same way. It will be remembered that the Minnehaha company was given the contract last year for improving South Meridian street, from McCarty to the Belt-road, and that only the lower section was completed when winter set in. The two sections lying be-tween Palmer and McCarty streets are yet unimproved, but work will begin on them within the next week.

Mr. Fulmer was asked, yesterday after-noon, what he intended to do about asphalt work. He said he intended to bid again, according to the specifications. "Suppose the board inserts in the specifications that bids must be on Pitch lake?" he was asked.

"If we can procure Pitch lake we will bid; if not, we will let it alone. We took the names of all the companies who, Mr. Christall said, imported lake asphalt, and will exhaust every means in an effort to we will be unable to get it." The nice weather of the past few days has given a new activity to all kinds of

street work, and all over the city improvements of one kind or another are being For some reason or other Councilman Olaf Olsen is just now in favor of an asphalt pavement on Fletcher avenue, and the other day he argued before the Board of Public Works that, although, the engineer's report showed a two-thirds remonstrance against asphalt, only thirty-one property-owners had signed the remonstrance. It is understood that yesterday Mr. Olsen, in company with the representative of one of the asphalt companies, made

names off the asphalt remonstrance and on a petition to be presented to the board this Mr. Hering's Plans, Mr. Rudolph Hering has not yet completed his work of drawing up plans for a sewerage system, but he has reached a point where he can see a rift in the clouds. He wants now to present his report to the

a house-to-house canvass on Fletcher avenue, endeavoring to get some of the

board next week. In laying out the work Mr. Hering divided the city into two sections, Washington street being the dividing line. He has finished the plans for the sewers north of Washington street. There will be drains on every important street. A trunk-sewer will be built in Mississippi street, running north to St. Clair street; thence east to Fort Wayne avenue, and from there several branches will be built to the north. It is the intention to use the Washington-street sewer and the State ditch as trunk sewers, and small sewers will connect with them every other square. These latter will be located by City Engineer Mansfield. Mr. Hering has Completed his work on the north side of Washington street and is now working on his plans for the South Side. There will be a trunk sewer on South street, running to Cedar street, thence to East street and connecting with Pogue's run. Another trunk will be on Ray, Hanway and Hill streets, crossing Meridian to Pogue's run. Efforts will be made this year to guard against the overflow of the State ditch and Pogue's run.

What It Can Spend This Season. The Board of Public Works is not exactly in a bankrupt condition. It has on hand, at present, appropriations or credits amounting to \$202,030.06; distributed as follows: Street repair pay-roll, \$23,100.73; street repair accounts, \$4,884.52; city engineer, \$6,012.74; parks, \$4,882.42; City Hall, \$562.45; public buildings, \$700; furniture and fixtures, \$10.18; blank books and stationery, Street openings and vacations, \$4,249.79; street openings and vacations, \$806.52; Tomlinson Hall janitors, \$1,321.50; Tomlinson Hall accounts, \$547.60; water, \$13.294.72; repairs to Pogue's run, \$10,000; incidental expenses, \$902.15; streets and alleys, \$85.881.46; sewers, \$1,378.54; cisterns, \$2,894.71; fountains and wells, \$0.93; bridges, \$9,675.57; Illipois, street, tuppel, \$300; public, light Illinois-street tunnel, \$300; public light, \$25,892.85; city garbage and dump, \$2,107.85;

repair guarantee fund, \$2,668.13. Examining Young Doctors. The Board of Health began yesterday the examination of candidates for places as assistant physicians at the City Hospital and Dispensary. The candidates were given the questions and locked up in the Council chamber to write out the answers. Before the examinations began Inspector Sanborn discovered that some of the candidates had text-books in their pockets and kindly took care of them while the examination was going on.

#### INCOMPLETE STATISTICS.

Partial Figures That Make the Work of the State Bureau Almost Valueless.

Deputy State Statistician T. D. Praigg yesterday completed the statistical report required by law from the State Statistician. Exclusive of the railroad mostgages there were mortgages on real estate filed 1891 in seventy-six counties which made report a total of 32,590, aggregating in value \$37,-681,629. The number of school fund mortgages reported from seventy-seven counties was 2.527, with a face valuation of \$1,-104,040. The number of chattels was 13,-131, amounting to \$3,289,837. The number of real-estate mortgages satisfied as reported in fifty-nine counties 13,058, amounting to \$6,874,809; number of school fund mortgages satisfied 872, amounting to \$841,-396; number of chattels satisfied was 2.080, amounting to \$495,109. Only fifty-six counties were heard from. The average amount of the mortgages filed was \$1,208 and the average amount of those satisfied was \$483. The reports give the number of insane in the poor-houses at 539, and the number of idiotic, 445. The total number in county asylums is 2,902, of whom 1,482 are males and 1,420 are females. The number of blind so provided for is 107; of deaf, 5; dumb, 59; of deformed, 5; crippled, 449; of the aged, 920; of those admitted for medical treatment, 573. The cost of the maintenance of these asylums was \$305,368, making an average per county of \$8,319, and a per capita yearly cost of \$36. The number of divorces returned to the

Statistician was 2,235, of which 1,582 were applied for by the wife. The principal grounds of complaint were cruelty and abandonment. The number of persons naturalized was 1,465, of whom 682 were German, 172 English, and 128 Irish. Marion county conferred citizenship on 269, of whom 143 were

The criminal statistics for 1891 show i total placed in jail of 19,992, of whom 16,211 were white males, and 846 white females. The number of colored males was 1,427, and of females, 812. Of the total number, 5.759 were native born, and 942 wholly illiterate,

Died in a Spasm.

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ermination, occurred the evening before, It was unusually severe, and when the second developed, before daylight, it produced death. Dr. Manker, coroner, viewed the body and took the testimony of the attendants. The deceased lived in Clinton county, Dr. Wright, superintendent, and his wife are in Chicago on a visit.

#### AMUSEMENTS.

GRAND-CARLETON'S IN "INDIGO." The Carleton Opera Company has undergone a few changes since "Indigo" was produced by it here earlier in the season. Mr. Murry and his wife, Clara Lane, are out, the former being replaced by Mr. Carleton himself as Romadoun, while Miss Marie Bach succeeds to the soprano role, Fantasca. It would be unfair to judge Mr. Carleton by his singing last night. His voice is a magnificent one, as every one knows who has heard its rich, full tones before, but he was evidently distressed with a cold last night, for he flatted painfully and his low notes did not possess their usual clearness and strength. In Miss Bach the company secured a better singer than Miss Lane. She has a voice remarkably clear and sweet, and has it under perfect control She has not, however, the happy smile and vivacity of her predecessor. The rest of the cast is as before, except that the beautiful wife of Dr. Cronin, of Buffalo, 18 not in the chorus. And, if such a thing were possible, they have improved since their last appearance here. Bigelow ranks with De Wolf Hopper as a comedian, though no two comedians could possibly be more unlike in their methods. Fitzgerald in not far behind him as a laugh-producer and is moreover a singer of no mean ability. Miss Vincent was heartily encored upon her two solos last night, again proving herself one of the most popular mem-

bers of the cast, while Mr. Huntley was at The music of "Indigo" is far and away above that of any comic opera that has been here this season. Through it all runs the dreamy beauty of the "Danube waltzes" and it is full of exquisite airs. The opera will be repeated to-night, tomorrow night and at to-morrow's matinee. It has been decided to repeat "Indigo" at the matinee to-morrow instead of "Erminiee," as previously announced, for the reason that the production of the former is a much better one, and it, besides, has the attraction of novelty. Those who have bought seats for "Erminie" can have their money refunded if they desire it.

Miss Marie Hubert Frohman will give three more performances of "The Witch" at English's, to-night and to-morrow matinee and evening.

D. K. Higgens's sensational melodrama, 'Kidnaped," in which there is a police patrol and various other exciting things, will be the attraction at English's the first part of next week, the sale of seats beginning to-day.

For the benefit of the effete "tenderfoot" Maggie Mitchell explains, during the prog-ress of her new play, "The Little Maver-ick," that "A mayerick is any stray cattle critter that wanders over the range without any brand or owner, a prey to every rascal of coyote and cattle-stealer." It will be gathered from this that the play takes its title from life in the cattle discustoms of Texas life and those of the exclusive set in English high life is a groundwork from which much of the comedy of the play is evolved. Miss Mitchell will appear in it at the Grand the first part of

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DR. J. E. ANDERSON, Chronic Diseases and Diseases of Women.
Grand Opera-house Block.

DR. E. HADLEY. Office, 136 North Residence, 270 N. Delaware St. Office hours, 8 to 9 s. m.; 2 to 3 p. m.; 7 to 8 p. m. Office telephone, 832. House telephone, day, 1215. Dr. SARAH STOCKTON, 227 North Delaware Street.

L FLETCHER, RESIDENCE-370 North Meridian Street.

OFFICE-369 South Meridian street.

Office Hours: 9 to 10 a. m., 2 to 4 p. m., 7 to 8 p. m.

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